

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM
ROUND THREE APPLICATION SCORES**

RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
ENVIRONMENTAL JUSTICE SET-ASIDE APPLICATIONS					
1	Enabling Just and Sustainable Growth in Cudahy*	City of Cudahy	A team of researchers and planners will create a new regulatory structure for land use development in Cudahy. Impact fees will support a multimodal transportation system, while parking reductions will encourage transit-orientation and compactness. UCLA researchers will review existing data and research, and conduct local research: trip generation observations, bicycle, pedestrian, and vehicle counts, trip diaries, and others. An extensive outreach effort will also take place, especially seeking input regarding affordability and displacement. The UCLA team will produce a document identifying needed projects in the areas of transportation, parks, and open space, and a nexus study of development's fair share contribution to such projects. Consultants will also produce a nexus study for water and sewer systems, since these currently constrain growth in Cudahy. The final ordinance will be a model for other working-class cities adapting to policy contexts removed from auto level-of-service.	92	\$ 107,685
2	Updated Area Plans for a Combined South Escondido Boulevard/South Quince Street Target Area*	Escondido, City of	Escondido's General Plan arranges major land uses to preserve and enhance the integrity and character of established residential neighborhood, provide opportunities for future growth to meet the community's vision, and strengthen the economic viability of employment areas and commercial activity centers. The General Plan identifies 14 opportunity areas where land use changes are anticipated to incorporate smart growth measures and re/development. Four contiguous, interconnected Target Areas comprise approximately 420 acres of Escondido's more established and older sectors that extend 2.25 miles along Centre City Pkwy and Escondido Blvd. The current S. Escondido Blvd Neighborhood Plan was adopted in July 1996 and requires extensive updating. The South Quince St area has never had an area specific plan prepared. Updating the area plan for this combined area will promote equity, increase infill and compact development, and strengthen the economy.	92	\$ 175,645
3	Disadvantaged Communities Infrastructure and Planning Policy Analysis*	County of Tulare	The purpose of the proposal is to perform a Disadvantaged Communities Infrastructure and Planning Policy Analysis. We intend to integrate infrastructure analysis with the needs of our individual rural disadvantaged communities. A thorough examination and cataloguing of existing land uses will suggest infrastructure improvements, land use changes and possibly zoning changes, where feasible, in order to fulfill the goals of Senate Bill 244. The resultant Disadvantaged Community Infrastructure Maps will provide the measurement tools needed to identify infrastructure solutions and appropriate improvement projects. The intent is to reduce greenhouse gas emissions, promote equity, provide economic stability and thus enhance sustainability, protect the environment and promote healthy and safe communities. These are communities with nonexistent, aged or failing infrastructure that face serious contamination challenges, economic inequities and a severe lack of resources.	91.333	\$ 397,289
4	Climate Action Plan (CAP) & Form-Based Code to Implement General Plan*	City of Pasadena	The project consists of a Climate Action Plan (CAP) and a Form-Based Code (FBC) approach to implement, in part, the 2035 General Plan Land Use Element Update. The CAP and FBC code approach allow the City to more consistently regulate future development projects, which will simplify and standardize future project GHG analysis. Form-Based Code (FBC) approach will develop replicable methodology towards the creation of a pedestrian-oriented development pattern in business centers, connectivity between neighborhoods and employment destinations, and develop appropriate code updates or amendments to target areas around existing Gold Line (light rail) stations and certain public transit nodes.	89.67	\$ 500,000
5	Sustainable and Equitable Planning for Infill in Transit Priority Areas (Planning for Infill)*	Los Angeles, Department of City Planning	Planning for Infill implements sustainable planning in Transit Priority Areas (TPAs) by developing transportation metrics that better reflect the vehicle miles traveled (VMT) benefits of affordable housing and infill development, quantifies the trip reduction benefits of Transportation Demand Management (TDM) measures, and establishes methods to adopt a VMT-based California Environmental Quality Act (CEQA) threshold. Demonstrating low VMT will encourage development of more affordable housing in TPAs. Also, by quantifying the VMT benefits of TDM measures, the City will establish the nexus to define TDM as 'standard uniform measures', making infill and new affordable housing eligible for CEQA streamlining (SB 226). The result will reduce unnecessary cost and time delays in the entitlement process, and help increase the development of affordable housing in areas served by transit. The final task is to develop a policy memo to recommend a VMT-based threshold for the City.	89.67	\$ 500,000

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6	Accelerating Local Implementation of Sacramento Region Metropolitan Transportation Plan/Sustainable Communities Strategy*	Sacramento Area Council of Governments	This is a collaborative project of SACOG and its member agencies. It provides an innovative, 3-year assistance program to help jurisdictions overcome barriers and accelerate implementation of local infill/revitalization plans to help realize regional GHG reduction targets. Based on jurisdictions' interests, the project: *Continues a pilot assistance program on strategies to revitalize and intensify central cores, commercial corridors, and established suburbs through the Urban Sustainability Accelerator Program in Portland - a laboratory of successful infill implementation for small- and mid-sized cities. *Leverages local expertise from policy and implementation work of Sacramento County and WALKSacramento to help jurisdictions and developers implement active design/transportation improvements and promote public health. *Engages renowned experts from the Center for Public Interest Design to help build resident capacity for community revitalization in South Sacramento EJ areas.	88.33	\$ 900,000
7	Hawthorne ECO-Village Revitalization Plan*	City of Hawthorne	The City of Hawthorne is seeking a grant for the ECO-Village Specific Plan (ECO-Village). The Plan Area is an underutilized 150-acre area located just south of the SpaceX headquarters, Tesla design lab, municipal airport and nearby Crenshaw METRO light rail station. ECO-Village will encourage a compact urban form where a diversity of land uses are within close walking distance of home and work. ECO-Village will accommodate new development in mixed-use, higher density residential projects that are linked via convenient, safe active transit routes (walking, bicycling, and public transportation). Future development will incorporate sustainability and smart growth concepts that will reduce dependency on the private automobile. As a presage to what the future of Hawthorne can be, the ECO-Village will usher in a new urban community for its residents, businesses, and South Bay region.	87.33	\$ 430,000
8	City of Colton Downtown Sustainable Development Code*	City of Colton	The City of Colton's Focused Sustainable Planning Program (the Project) will create innovative incentive guidelines within a plan for sustainable development implementation projects. This Project seeks to promote equity by providing incentives for affordable housing, increase infill and compact development and revitalize the urban and community center that this project is based around. Through the preparation of this revitalization plan, the City seeks to implement new land use and transportation policies that will enable the city to comply with state-mandated regional housing targets through the infill development of its established downtown rather than through new housing proposed for undeveloped portions of the City.	87	\$ 232,000
9	Implementing a Sustainable Energy Roadmap for the San Joaquin Valley*	San Joaquin Valley Regional Policy Council	The Sustainable Energy Roadmap (SER) will leverage a proven process and set of tools to support municipal agencies in the San Joaquin Valley to adopt and pursue clean energy and sustainable development goals that optimize outcomes for their most disadvantaged communities. Led by the Madera County Transportation Commission, SER is a regional model that includes the Valley's regional planning agencies, self-selected municipal participants, community stakeholders, and experts on smart growth. The project will deliver a triple bottom line (environment, economy and equity) benefit. Successful SER implementation will rely heavily on extensive community input and local adoption of best practices to enable resilient and thriving communities.	87	\$ 997,473
10	City of Antioch Downtown Specific Plan*	City of Antioch	The City of Antioch is requesting funding for a Downtown Specific Plan. The rebounding economy provides an opportunity to reinvent Antioch's downtown, which is an MTC/ABAG Priority Development Area, as a vibrant and healthy transit-oriented community that connects compact infill development with public transit and trails. To increase connectivity and reduce GHG emissions, the Plan will connect the existing passenger rail station and Riverwalk with the eBART station under construction and a future downtown ferry terminal, as well as enhance pedestrian and bicycle access to transit. The Plan will address all planning components required by State law, leverage existing resources and emphasize economic viability. The Plan will increase development density to create enough critical mass to support increased retail and restaurant venues downtown and "place making" to create an environment where people will want to live, work, and simply be, in a naturally-beautiful riverfront environment.	86.67	\$ 434,000

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11	Regional / Local Climate Action Implementation Project	City of Suisun City	This is a collaborative effort to develop best practices for incorporating climate action into a General Plan and effective climate action plan implementation for a growing city with an ambitious reduction target. Project Partners include the cities of Suisun City and Pittsburg. Climate action is often treated as a separate planning exercise, producing unintended consequences, including barriers to infill development, compact development, and transit-supportive development. A more holistic approach to comprehensive planning that includes climate action would allow appropriate consideration of the barriers and opportunities related to land economics, infrastructure planning and financing, regional dynamics, and the important co-benefits of GHG-efficient land use and transportation planning. With the right incentives in place, including a "self-funding" climate action approach, there is substantial reduction potential with the right integration of land use and transportation planning.	86.67	\$ 265,958
12	East El Monte Economic Vitality and Community Sustainability Plan	City of Dinuba	The City of Dinuba proposes to create the East El Monte Economic Vitality and Community Sustainability Plan (Plan) which will allow for focused and innovative land use planning that will supplement the City's General Plan. The Plan will identify land use, housing, transportation, and economic development strategies to re-conceptualize and revitalize the City's main commercial corridor in Dinuba and entrance into Dinuba from the east. The Plan will also create the regulatory mechanisms to amend the current zoning regulations, providing the City with the tools needed for implementation through form-based zoning.	84.67	\$ 427,130
13	Moving El Cajon Forward: An Integrated Update of the General Plan, Land Use Codes and Infrastructure Plans	City of El Cajon	El Cajon seeks a fully updated General Plan, land use regulations and infrastructure plans to more effectively connect with SANDAG and State goals to maximize the City's potential to promote equity, economic development and sustainability, as its Housing Element update was merely the beginning. An integrated and comprehensive approach has been determined to be best, as myopically focusing on the many individual pieces as many separate projects is inefficient and would fracture the numerous environmental justice communities. This integrated approach also promotes the readiness needed for local implementation of public and private projects, along with collaborative and complementary implementation of SANDAG's regional planning programs.	84.67	\$ 1,000,000
14	San Gabriel Valley Active Transportation Plan	County of Los Angeles	Prepare an Active Transportation Plan (Plan) for four unincorporated San Gabriel Valley communities in the County of Los Angeles. The Plan will identify strategies and projects to help improve the mobility of bicyclists, pedestrians and public transit users in the area. The focus communities for the Plan include Avocado Heights-Bassett, South San Gabriel, West Puente Valley, West Whittier-Los Nietos and Whittier Narrows. The Plan recommendations will guide the development of future capital improvement projects that balance the needs of congestion management with statewide goals related to promotion of public health through active transportation, and reduction of greenhouse gas emissions.	84.33	\$ 341,872
15	City of South Gate Climate Action Plan (CAP) 2014	City of South Gate	The City of South Gate is seeking a grant to complete a Climate Action Plan (CAP). The CAP will serve as an action-oriented and dynamic plan that will precipitate sustainable change in the community. The CAP will reinforce the regional efforts of mitigating greenhouse gas (GHG) emissions and promoting sustainable practices and establish a set of action-oriented policies to meet 1990 GHG emission levels by 2020 per AB32. It will include a timeline, breakdown of action steps, and estimated benefits of each action compared to the baseline data year of 2005, a description of financing mechanism, and an assignment of responsibility to city departments and staff. The CAP will evaluate the performance metrics of up to 36 indicators of climate change and address emissions for land use and transportation, green building and energy use, water use, waste generation, and land conservation and tree planting. The CAP will allow the City to boldly move forward toward lasting sustainability.	83.67	\$ 438,000

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16	Richmond Climate Action Plan	City of Richmond	The Richmond Climate Action Plan (CAP) will create an integrated CEQA-compliant, plan-based strategy for improving air quality, reducing greenhouse gas emissions, prioritizing reduction projects and policies, addressing climate change effects and adaptation, creating a climate resilient community, promoting economic vitality and ensuring affordable, infill housing opportunities in the City of Richmond. The CAP will be developed through an active public engagement process and assist the implementation of the City's General Plan 2030 and Livable Corridors Form-Based Code, an effort funded by the Strategic Growth Council. Compliant projects will benefit from a streamlined environmental review that will spur infill development, job creation and neighborhood revitalization, while ensuring environmental quality and equity. This project will aid Richmond's mission to become a more sustainable, healthy and economically strong city to the benefit of the local community and surrounding region.	83.33	\$ 382,722
17	Miner Avenue Precise Road Plan	City of Stockton	Establish a Miner Avenue Precise Road Plan incorporating multi-modal accessibility, supporting downtown revitalization and infill land use development. A vision planning effort includes a multi-day public design charrette process, in-depth traffic and parking demand analysis. A TOD alternative will be explored with transit and planning partners. A detailed Precise Roadway Plan will be prepared that includes bicycle, pedestrian, transit facilities and other details for the ten-block corridor based on evaluation of lane, intersection, parking and access management strategies in the Miner Avenue Streetscape Plan. A CEQA/NEPA environmental document is required for City Council and to adopt the Precise Road Plan and corridor zoning changes. Zoning changes will facilitate higher-density, pedestrian-oriented infill to implement the Vision Plan. An Implementation Plan will summarize capital projects, programs and timelines to implement the Vision and financing strategies.	82.67	\$ 432,000
18	Southwest Area Specific Plan	City of Fresno	The Southwest Area Specific Plan (SWASP) will develop a comprehensive and inclusive plan for implementing compact, resource, and location-efficient development in a way that expands access to opportunity for all in one of California's most severely impacted environmental justice communities. The project area includes ten-thousand acres of city and unincorporated land in the Fresno Sphere of Influence (SOI), south of SR 180 and west of SR 99 and SR41. The current population is approximately 41,087 (2010 Census) and is one of Fresno's most diverse neighborhoods with 75% of the population as people of color (2010 Census).	82.33	\$ 500,000
19	Hanford-Going Green: Comprehensive General Plan Update	City of Hanford	The City of Hanford requests \$437,072 under the Environmental Justice set-aside to support a comprehensive update to the City's General Plan. The current General Plan is 12 years old, out-of-date, and out-of-alignment with regional growth strategies. The project's primary objectives under Focus Area #1 are to: 1) increase infill and compact development; 2) improve infrastructure systems; and 3) promote equity, with co-benefits of reducing automobile usage and fuel consumption and strengthening the local economy. Hanford's population of 55,479 is the fastest growing in Kings County. The population grew by an explosive 30% between 2000 and 2012 and continuous 2-3% annual growth is projected. Hanford is at a critical juncture for guiding future growth. The project will include analysis of opportunities with the proposed High Speed Rail line east of the City, revitalization of the Downtown East area, and strategies for improving the Lacey Boulevard Corridor.	81.33	\$ 437,072
20	CAPTivate Western Riverside County: Implementation of the Subregional Climate Action Plan & Other Sustainability Efforts	Western Riverside Council of Governments	CAPTivate Western Riverside County will enable Western Riverside Council of Governments and the City of Riverside to implement the Subregional Climate Action/Adaption Plan and existing sustainability plans thereby aiding member jurisdictions and partners to collectively seize opportunities in achieving climate protection goals. The goal of CAPTivate is adoption and implementation by each jurisdiction of a CEQA-compliant CAP. To achieve this, three strategies will be employed: 1)Application of UrbanFootprint to analytically and visually develop CAP implementation scenarios and incentives to prioritize investment and illustrate co-benefits; 2)Provide CEQA clearance with respect to GHG emissions for future projects that are consistent with the CAP; and 3)Implement the WRCOG Neighborhood Electrical Vehicle Plan through Riverside CommunityLINK, a neighborhood electric circulator/jitney system that links outlying neighborhoods with High Quality Transit Areas.	81	\$ 899,925

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21	Greenways to Rivers Arterial Stormwater System (GRASS) Greenprint	City of Los Angeles, Department of Public Works	This Greenprint will: leverage and integrate Green Regional Initiatives to stimulate implementation; create design guidelines and details for a hierarchical network of stormwater and watershed project opportunities; advance EJ goals and engage disadvantaged communities; develop a web application for crowd sourcing ideas and resources; identify "One Water" ecological goals for complete watershed sustainability in order to define quantitative site, sub-drainage, and regional targets; assess benefits and define qualitative and quantitative indicators to track success; enable collaborative funding partnerships; facilitate attainment of regulatory program policy objectives, and regulatory program alignment; provide a connective framework for Enhanced Water Quality Management Plans; coordinate with ongoing transportation planning by SCAG, the City and others to bring greater environmental benefits to transit initiatives; and provide a green layer for City's new Mobility element.	81	\$ 500,000
22	Piloting equitable development facilitation methods in communities of concern along San Pablo Corridor	Association of Bay Area Governments	The Association of Bay Area Governments proposes to facilitate equitable and sustainable infill development. The proposed work will enable ABAG to provide focused technical assistance to volunteer cities, adjacent to San Pablo corridor, with concentrations of vulnerable populations and structures as sites to field test methods to localize replicable tools for low-impact, high benefit development in inner Bay Area corridors.	80	\$ 500,000
23	Patterning the Future of Turlock's Downtown	City of Turlock	The City of Turlock proposes to prepare a planning toolkit to facilitate higher density residential and commercial development in its historic downtown consistent with StanCOG's draft Sustainable Communities Strategy. The toolkit will include a master plan to frame the overall vision, a pattern book to guide future private and public investments that preserve its historic character, and an implementation strategy to identify financing mechanisms to implement the plan, including zoning regulations. A market analysis will be conducted to determine the feasibility of various development types and to identify development financing programs that are necessary to overcome barriers to downtown development. Community outreach will be conducted through a series of focus group meetings, three community workshops, and a mobile workshop for key decision-makers. To achieve broader regional participation, two regional workshops are planned on development financing and on the pattern book approach.	79.33	\$ 489,140
24	Promoting Equity Through Planning	Sanger, City of	The City of Sanger proposes to complete the following tasks: 1. Develop a Housing Element to serve as strategy to create smart growth strategies throughout the city to benefit all income levels, particularly low-, or moderate income families; 2. Develop a Climate Action Plan (CAP) to serve as an implementation strategy to reduce greenhouse gas emissions in Sanger; and 3. Update the General Plan to reference, support and reinforce the goals of the Housing Element, and the CAP. Sanger's General Plan includes an Air Quality Mitigation Amendment; the grant funding will allow the city to enhance the plan to consider all reductions of greenhouse gases - transportation, energy efficiency and renewable energy use. The CAP will follow the ICLEI climate action planning process. The strategies developed in the Housing Element will allow city leaders to plan future housing developments to include the number and type of housing required to meet the needs of the current and future residents.	75.67	\$ 406,278
25	Los Angeles River Valley Bikeway and Greenway	LA County Metropolitan Transportation Authority	The LA River Valley Bikeway when funded, will create an 12-mile seamless non-motorized commuter route by closing critical gaps in the public transportation system, integrating and synchronizing disparate plans to achieve streamlined implementation and re-value/reuse existing infrastructure in an innovative way that will result in new public access to active transportation with considerable greenhouse gas reductions. The project will provide new bike path and greenway facilities on publicly-owned flood control easements and other lands adjacent to the LA River that have not been accessible to the public. It will connect existing river paths to each other and to the on-street bicycle network and transit system leveraging considerable commitments made by other organizations. The project will provide safer circulation for vulnerable populations, including children and the elderly, by offering new connections to schools and other community institutions with fewer vehicle interface points.	75.33	\$ 995,335

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26	Encanto Innovative Incentives Implementation Plan Village at Euclid and Market	City of San Diego	Encanto Innovative Incentives Implementation for the Village at Euclid and Market will create a shovel-ready sustainable community plan, incentivizing multi-modal infrastructure funding, urban creek renewal, and public/ private investment that implements the Regional Plan, General Plan and proposed Community Plan. The Encanto Community is poised to become a model for other locations statewide and nationally in the implementation of AB 32 GHG reduction targets and SB 375, as well as alternative energy, urban agriculture, public health and other innovative strategies. This Environmental Justice co-application between City and County of San Diego and will be executed by CivicSD, a city-owned non-profit for economic development, using a diverse cross-sector partnership of agencies and stakeholders with jurisdiction and interest in the nearly 400 acre economic target area, a State HCD Gold Level Catalyst Community and Environmental Justice qualified area.	74.33	\$ 1,000,000
27	Shared Ownership and Responsibility: A Modelling Case Study of Public Health, Transportation, and Planning	San Bernardino Associated Governments	The San Bernardino Associated Governments (SANBAG) and San Bernardino County Department of Public Health (DPH) proposal is to further develop and field test the planning models focusing on the public health outputs. The collaborative project proposes to enhance both Strategic Growth Council's (SGC) statewide public health module project and Southern California Association of Government's (SCAG) regional scenario planning model project by assessing the model's sensitivity in the public health analysis section. The project will ultimately provide a framework of database management and model integration that will ensure consistency not only with the regional scenario planning model, but with other modeling efforts in the County. Through the development of the joint database system, the County will be able to collect and use data using evidence-based data gathering methodologies that can easily be organized and disseminated to various organizations.	73	\$ 500,000
28	Inglewood Bicycle and Pedestrian Master Plan	City of Inglewood	The City of Inglewood is applying for a Planning Grant in Focus Area 2-Sustainable Community Planning in Transit Priority Areas, to prepare a Bicycle and Pedestrian Master Plan (Plan). The Plan would be adopted as an amendment to the Circulation Element of the City's General Plan. It would include 1) a route map, 2) policies regarding bicycles, pedestrians, and other non-motorized modes, and 3) the implementation and funding program identifying what would be funded through public Capital Improvements, grants, or private development. Significant physical changes are planned to occur in Inglewood over the next 5-10 years as a result of the LAX/Crenshaw Metro line construction, Hollywood Park Tomorrow Redevelopment, The Forum restoration, Senior Center development, and reconstruction of Century Boulevard and La Brea Avenue. These developments make it a critical time for the City to proactively evaluate alternative modes of transportation.	68	\$ 250,000
29	Green Element to the General Plan	City of South El Monte	The Green Element's philosophy is broad and inclusive. It seeks not only to preserve, but also to conserve. This includes vital natural resources such as water, energy, air, and wildlife. The Green Element also includes goals and policies for landscaping, enhancing the City's corridors and its identity. By combining three elements into one comprehensive plan, the City recognizes that open space, conservation and parks are part of an integrated network of green resources.	63	\$ 125,000

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MAIN POOL APPLICATIONS					
1	Downtown/University Gateway District Plan*	Davis, City of	The City of Davis in co-application with Yolo County, and active partnership with the University of California at Davis, requests funding for the development and evaluation of three innovative sustainability plans for the Reduction of Automobile Usage and Fuel Consumption, Promotion of Water Conservation, and Promotion of Energy Efficiency and Conservation in the area connecting downtown Davis and the University central campus. The project will address the need for additional jobs and housing within an area where there are high numbers of pedestrian/bicyclist collisions, limited availability of affordable housing units for the City and University, existing barriers for pedestrian/bicyclists/transit riders, and lack of economic productivity on a current vacant/underutilized site adjacent to both downtown Davis and central campus and the East Village redevelopment area on the UC Davis campus.	97	\$ 601,000
2	Sacramento Intermodal Phase 3*	City of Sacramento	The Sacramento Intermodal Phase 3 Project (SI-3) integrates transportation and land use to transform the existing station area in downtown Sacramento into an expanded multimodal district that meets the region's 21st century transportation needs; incorporates new modes including high speed rail; and creates a vibrant, compact, connected center that is a gateway and catalyst for transit-oriented development. In the grant proposal, SI-3's transit and destination development will be planned and designed so that all components work well together, now and future, and foster non-vehicular travel. SI-3 will result in mobility, livability, climate and sustainability benefits that lead to greenhouse gas reductions in the region. Currently there is increasing momentum to develop in this area of downtown. This grant allows the City to take advantage of a short window of opportunity to master plan the Intermodal district to create a great urban center that achieves sustainability targets.	97	\$ 500,000
3	WeHo:ACTS (Active and Community-Oriented Transportation Solutions)*	City of West Hollywood	In September 2011, West Hollywood adopted a General Plan update and Climate Action Plan (CAP), with actions to reduce community GHG emissions 25% below 2008 levels by 2035. Even in times of fiscal constraint, we have made progress on more than half of the actions contained in these plans. However, further progress toward our strategic goals and aggressive reduction targets requires more funding and resources than the City can currently provide. This request supports priority implementation items to link land use and mobility, highlight sustainability best practices, and quantitatively assess CAP implementation progress. Completing the following tasks will make West Hollywood a more sustainable community and continue our tradition of sustainable leadership: Transit Overlay Zones and Standards, Active Transportation and Transportation Demand Management Ordinance, Parking Demand and Utilization Study and Pilot Project, and Climate Action Plan Monitoring Tool.	96.67	\$ 250,000
4	Pioneer Bluff Redevelopment Master Plan*	City of West Sacramento	West Sacramento has been remarkably successful laying the groundwork for infill development, leveraging funds for planning, design, infrastructure, economic development, recreation, housing, brownfields cleanup, and other actions necessary to attract infill to the emerging urban core adjacent to downtown Sacramento. Achievements include Raley Field; streetscape and infrastructure improvements; the Community, Transit, and Civic Centers; Los Rios Community College; 700+ high-density housing units; River Walk Park; removal of the rail spur; and CalSTRS headquarters. This application leverages recent successes. The next area targeted for infill is the 130-acre Pioneer Bluff area. The Pioneer Bluff Redevelopment Master Plan includes land use and urban design strategies, infrastructure master planning, financing, parks/trails master planning, analysis of environmental conditions, economic/market analysis, and related activities needed to spur urban infill development.	96	\$ 383,879
5	Plan Bay Area Implementation*	Association of Bay Area Governments	The Association of Bay Area Governments and the Metropolitan Transportation Commission propose to continue implementation of Plan Bay Area, the region's first Sustainable Communities Strategy. This grant will allow ABAG and MTC partnership with local jurisdictions, to support development of complete communities within Priority Development Areas that are healthy, sustainable and equitable. It will also allow regional agencies to link planning and implementation to accomplish the goals of SB 375.	95	\$ 1,000,000

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6	Driving to Net Zero: Decarbonizing Transportation in Silicon Valley*	County of Santa Clara	A multi-jurisdiction/agency project to expand policies, accelerate market uptake of alternative fuel vehicles (AFV) (i.e., electric, natural gas, biofuel, hydrogen fuel cell), and stimulate development of alternative fuel infrastructure (AFI) within the county. DRIVING TO NET ZERO would assist jurisdictions in the development and adoption AFV and AFI related policies; provide jurisdictions with AFI-related training to permitting and inspection staff; explore innovative AFI (e.g., public access municipal compressed natural gas (CNG) fueling stations, regional biogas facility) ideas, and conduct cost-benefit analyses for jurisdiction or regional installation; develop private sector forum to identify ways businesses can contribute to the local AFV market transformation; develop countywide local government forum to discuss implementation opportunities and challenges, and to convene and coordinate with regional and state agencies regarding AFV and AFI policy advances and/or funding.	94.67	\$ 545,711
7	Sustainable South Bay Transportation and Land Use Implementation Framework*	LA County Metropolitan Transportation Authority	The Los Angeles County Metropolitan Transportation Authority (Metro), the South Bay Cities Council of Governments (SBCCOG), San Diego State University (SDSU) and the Los Angeles Regional Collaborative for Climate Action and Sustainability (LARC), a program of UCLA, have formed a partnership, to develop tools to implement the Sustainable South Bay Strategy (SSBS), a policy framework of mutually reinforcing land use and transportation initiatives that have been field tested and are now ready for implementation by cities and incorporated into the regional policy framework. The new tools consist of Climate Action Plan transportation and land use chapters that identify GHG reduction strategies at the sub-regional and local levels, a Sub-Regional Implementation Toolkit to provide technical assistance for local level adoption of GHG reduction strategies and a Mobility Matrix for the South Bay, which includes evaluation and screening criteria for identifying priority projects.	94	\$ 899,859
8	San Francisco Railyard Alternatives and I-280 Boulevard Feasibility Study*	San Francisco Planning Department	San Francisco's Railyard Alternatives and I-280 Boulevard Feasibility Study will create significant infill opportunities at the hub of regional transit (Caltrain, Bart, High Speed Rail) and substantially improve transit and street infrastructure. The work will identify alternatives for replacing a segment of I-280 with a boulevard, completing the Downtown Rail Extension (which will connect the Caltrain Depot to the Transbay Transit Center), electrifying Caltrain, and introducing High Speed Rail with reduced costs and expedited completion. We will identify alternatives to reconfigure or relocate the Caltrain Depot railyard to create up to 3.6 million square feet of infill development valued at \$228 million. We will identify financing tools to effectively capture the value of land use changes around HSR and adjoining transit connections. The project will coordinate improvements to circulation, public space, and land use.	93.67	\$ 498,883
9	Monterey Bay Community Power - Community Choice Aggregation (CCA) Phase 1 Technical Study*	County of Santa Cruz	Monterey Bay Community Power (MBCP) is a regional partnership comprised of all 21 Counties and Cities within the Monterey Central Coast area, as well as other key stakeholders. The partnership was formed to analyze the environmental and economic elements involved with creating a regional Community Choice Aggregation Joint Powers Authority agency (CCA-JPA). Each MBCP partner is committed to participate in a Phase 1 Technical Study that will provide the necessary assessment and analysis. The MBCP partners have developed climate action plans (CAPs) that indicate 18% of the region's greenhouse gas comes from electricity consumption. Substantially increasing renewably generated electricity usage and lowering the demand for consumption with increased efficiency have the most potential for significant and relatively quick GHG reduction. Establishing a CCA-JPA holds the most promise for accomplishing both, a potential that makes it the region's highest priority CAP initiative.	92.33	\$ 350,000
10	Renewable Energy Overlay*	Butte County	To meet long-term, statewide GHG emissions, significantly more renewable energy sources must come on line in California. At the same time, the State cannot sacrifice important farmland, habitat, or recreational lands, which also provide crucial carbon and economic benefits. This grant application will cover the creation of a Renewable Energy Overlay to identify locations in unincorporated Butte County that are appropriate to accommodate renewable energy infrastructure and streamline the review and approval of new renewable energy facilities on the identified sites. The work plan proposes extensive community engagement through 19 public meetings, as well the involvement of stakeholders from a diverse range of farming, environmental, and utility backgrounds. The resulting overlay will be a model for rural communities throughout the state seeking to achieve ambitious renewable energy targets while conserving open space.	91	\$ 301,805

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**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM
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RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
11	City of San Jacinto Downtown Specific Plan*	City of San Jacinto	The City of San Jacinto envisions a revitalized Downtown which preserves the city's rich cultural heritage and abundant natural environment, while activating the streets with pedestrian activity. The plan would support a network of multi-modal transportation corridors linking residents to downtown and the proposed public transit center and eventual commuter rail line terminal. The Specific Plan is an opportunity to revitalize abandoned and underutilized properties. Transit Oriented Development and incentives for green infill and mixed-use will reduce auto dependence and GHG emissions, improve infrastructure to facilitate active transportation, improve public health, and spur private investment to strengthen the local economy.	90.67	\$ 500,000
12	Update to the Downtown Redding Specific Plan Incorporating Infill Development Needs of the Sustainable Communities Plan*	City of Redding	An up-to-date Downtown Specific Plan update is needed to inform the Sustainable Communities Strategy(SCS) and the Regional Transportation Plan(RTP). The City of Redding downtown core has been identified as a strategic growth area due to adequate infrastructure, potential for substantial redevelopment, access to transit, walking and biking trails and potential for incentivized multi-use redevelopment projects. The SCS has determined that the region would see substantial reductions to greenhouse gas emissions by incentivizing development downtown in conjunction with multi-modal transportation investments. Increasing density, diversity of land use, and reducing distance to transit in the downtown core will encourage walking, biking and the use of transit. The existing specific plan needs to be updated to incorporate the goals of both plans and to incorporate infill goals by fundamentally changing the character of downtown to incentive multi-use development and affordable housing.	90.33	\$ 279,780
13	AMBAG Sustainable Communities Strategy Implementation Project (SCSIP)*	Association of Monterey Bay Area Governments	The goal of the SCSIP is to implement the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) by making it possible for infill development to become a reality in high quality transit corridors. High quality transit corridors are corridors with rail or transit service at 15 minute headways or better. Opportunity Areas are within a half mile of transit stops along high quality transit corridors. To create consistency with the SCS at the local level the SCSIP will remove barriers to mixed use infill development in Opportunity Areas via revised local policies and ordinances that implement innovative transportation strategies and create incentives for transit oriented development. This will create consistency with the land use pattern envisioned in the 2035 MTP/SCS in local policies. Additionally, the SCSIP will result in economic development strategies that revitalize cities as well as build strong stakeholder buy-in, particularly in disadvantaged communities.	90	\$ 500,000
14	Shift Sonoma County*	Sonoma County Transportation Authority	Shift Sonoma County will define locally specific actions to implement high priority transportation strategies to reduce greenhouse gas emissions by encouraging a shift in both the mode and fuel used for personal transportation. Strategies to be developed through Shift are those at the nexus of Plan Bay Area, the SCTA Comprehensive Transportation Plan (CTP), and Climate Action 2020 (CA2020, a multijurisdictional community Climate Action Plan). Shift will enable Sonoma County jurisdictions to better integrate transportation investment and land use planning and make diverse transportation choices more feasible and attractive throughout Sonoma County, including Priority Development Areas and disadvantaged communities. In this way, Shift will enable measurable reductions in automobile usage and fuel consumption while improving public health and equity in Sonoma County.	90	\$ 882,997
15	West Carson Transit Oriented Development Specific Plan*	Los Angeles County Department of Regional Planning	The County of Los Angeles proposes development of Specific Plan for Transit Oriented District in the community of West Carson. The target area is one-half mile radius from West Carson Metro station within unincorporated area. The Specific Plan will address the need to support multimodal transportation for all users, to promote mixed use and compact development, and to improve infrastructure. Through implementation of the Specific Plan, the County seeks to improve aging and fragmented commercial development, to increase new housing stocks in higher-density, and to create more vibrant and healthier community center for all members of the community. Interdepartmental collaboration and communication with various stakeholders will take place throughout the process. Through the Specific Plan, the County aims to continue planning efforts in support of AB 32 to reduce greenhouse gas emissions through local measures that coordinate land use and transportation.	90	\$ 500,000

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**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM
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RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
16	Balboa Avenue Station Area Plan*	City of San Diego	The Balboa Avenue Station Area Plan would engage the community to establish transit-oriented development (TOD) adjacent to the planned Balboa Avenue Trolley station. Multi-modal improvements will be identified to increase bicycle, pedestrian, and transit access to the station. The area has constrained roadways that could affect access to the future Trolley Station. The existing land use and community plans do not effectively address TOD or multi-modal access to the Station. With the design process for the Mid-Coast Corridor Light Rail Transit Project underway, the service could serve as a catalyst for new TOD uses near the station. The Plan will engage the Pacific Beach and Clairemont communities to produce a Specific Plan and implementation program that addresses transportation demand, economic market analysis, urban design concepts, and multimodal improvement projects. The Plan will be implemented through Community Plan and Facilities Financing Plan amendments.	89.67	\$ 800,000
17	City of Avenal General Plan Update and Sustainability Implementation Programs*	City of Avenal	The City of Avenal is applying for a Sustainable Communities Planning Grant to complete a General Plan Update and a series of Sustainability Implementation Programs (GPU/SIP). Avenal's current General Plan was adopted in 2005 and already contains a comprehensive set of goals and policies that promote sustainable development patterns. However, the Plan needs to be updated to meet recent changes in State law. More importantly, the City seeks to develop a series of Implementation Programs that will facilitate the implementation of the General Plan's goals and policies and allow Avenal to become a more sustainable community. These programs will also allow the City's planning documents to be consistent with the Kings County Regional Climate Action Plan, scheduled to be completed in May 2014, and the San Joaquin Valley Blueprint. As a result, the GPU/SIP will play a critical role in working towards State goals that are supported by the Sustainable Communities grant program.	89.67	\$ 465,805
18	City of Goleta Bicycle/Pedestrian Master Plan*	City of Goleta	Develop and implement a City Bicycle and Pedestrian Master Plan that will assist with land use planning, development projects, and the capital program.	89.67	\$ 206,819
19	Sustainable Communities Strategy Implementation in Southern California Through Sustainability Projects*	Southern California Assn of Governments (SCAG)	SCAG and the six co-applicant cities referenced above submit a Joint Proposal with Project Title above. This Proposal is a critical component to fully implement the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to achieve greenhouse gas (GHG) reduction and other sustainability goals. This Proposal includes six sustainability projects focusing on implementing key SCS strategies across a diverse SCAG region. These projects include: Mixed-Use Development Standards (Burbank); Downtown Specific Plan (Hemet); Complete Streets Master Plan (Lancaster); Form-Based Street Design Guidelines (Pasadena); Healthy RC Sustainability Action Plan (Rancho Cucamonga); and Climate Action Plan (Seal Beach). In addition, the proposal also includes using regional forums to share the tools developed and lessons learned among all local jurisdictions in the region.	89.67	\$ 1,000,000
20	Holtville General Plan and Service Area Plan Update*	City of Holtville	The City of Holtville is proposing to update their General Plan and Service Area Plan consistent with the State Planning Priorities. The proposed General Plan and Service Area Plan will comprehensively promote infill development and equity by coherently designating land uses based on analysis of infrastructure resources and strategically matching planned uses to the available capacity of the existing and/or planned infrastructure for location efficient development. The proposed General Plan would also incorporate new programs and policies to preserve natural and recreational resources within our planning boundaries that have not been satisfactorily addressed under prior plans and maximize active transportation opportunities. The project will result in the development and establishment of strategies, programs and policies that promote active transportation and compact development in a comprehensive and cohesive manner while protecting natural resources and preventing urban sprawl.	89	\$ 253,000

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**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM
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RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
21	West Anaheim (Beach Boulevard) Corridor Specific Plan*	City of Anaheim	Project includes developing a Specific Plan for a 1.5-mile segment of Beach Boulevard from approximately 0.25 miles north of Lincoln Avenue to just south of Ball Road in West Anaheim. Planning activities include community visioning (at least 10 neighborhood meetings), a revitalization strategy, development concepts, codes, standards, and regulations, an implementation plan, full CEQA analysis and establishing baseline indicators. West Anaheim is characterized by stable, well-maintained neighborhoods (roughly 9,700 people per square mile), but its primary corridor is challenged by an abundance of aging, underutilized strip commercial centers, vacant lots and approximately 15 transient motels. The current land use balance has had a negative impact on the community's quality of life and compromised our ability to attract superior economic and residential investments. Beach Boulevard has an average daily traffic count of 66,000 and has been designated a "high quality transit corridor."	89	\$ 500,000
22	Central Coast Collaborative CAP Implementation and Monitoring Program*	City of Arroyo Grande	The collaborative implementation and monitoring program is an innovative strategy which will help the region achieve significant GHG reductions and allow them to track these reductions and determine overall progress toward achieving state goals. The program will provide a user-friendly tool to record data associated with CAPs and other GHG-reducing activities, which will result in tangible data regarding the effectiveness of GHG reduction strategies. Therefore, if strategies are not performing as well as initially expected, corrective action can be taken immediately to focus efforts on achieving the largest GHG reductions at the lowest cost. This work program will also include best practices for implementation of one of the GHG reduction strategies (energy audit and retrofit program). The tools and best practices developed as part of this work program will provide valuable resources which can be implemented in other local and regional jurisdictions across the state.	88.67	\$ 104,663
23	Vallejo Innovative Incentives for Sustainable Development Implementation Project	City of Vallejo	The City of Vallejo requests a \$500,000 grant to implement an Integrated Revitalization Program for Sustainable Progress with 2 objectives. 1 Continue to update targeted elements of the Vallejo General Plan with a more dedicated effort to ensure that CAP objectives are complimented and supported. 2. Implement zoning regulations to address water and resource efficiency issues by including low impact development standards, and incentive-based LEED-ND and Form-Based Codes. Major entry corridors to the Downtown have not achieved full potential, despite natural and built assets: bayside location, open space, historic structures, infill and reuse opportunities, and Baylink Ferry Service. They can be revitalized as green, multi-modal avenues, mixed-use developments, housing, and streetscape. The General Plan creates a vision and policy framework. Zoning and design standards will enact the vision for a more economically, socially and environmentally sustainable community.	88.67	\$ 424,704
24	City of Burlingame General Plan Update*	City of Burlingame	The City of Burlingame has demonstrated a commitment to sustainability by adopting several initiatives including sustainable strategies, but these have been approached in a piecemeal fashion, and the General Plan Update offers the opportunity to incorporate these adopted strategies into one comprehensive plan document. The General Plan Update will also expand existing programs promoting infill development to other areas of the community where appropriate, and integrate regionally-oriented initiatives such as Plan Bay Area and the Grand Boulevard Initiative into the General Plan. The General Plan update will result in a comprehensive document containing all of the Sustainable Communities Strategies in one document, and will serve as a model which can be used by other small communities facing the same challenges, and will serve as a demonstration project for the newly updated General Plan Guidelines 2013 to be issued by the OPR, including new mapping tools and templates.	88.333	\$ 500,000
25	Rancho Cucamonga Metrolink Station Specific Plan	City of Rancho Cucamonga	The City of Rancho Cucamonga is committed to addressing multi-modal transportation choices, improved transportation connectivity, transportation oriented development standards, and public safety and wishes to submit a grant application to the SGC program for funds to develop the Rancho Cucamonga Metrolink Station Specific Plan. The proposed Specific Plan will consider and evaluate the surrounding land uses of the existing Metrolink Station location on Milliken Avenue and create a Specific Plan to guide development through improved transit connections, transit-oriented specific development standards and requirements.	88.33	\$ 400,000

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**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM
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RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
26	A Bridge from Plans to Action: Sustainable Development in Berkeley	City of Berkeley	Local governments are struggling to operationalize and institutionalize the plans and policies that were adopted to achieve state, regional, and local greenhouse gas emissions reduction goals. The purpose of Berkeley's proposed project is to ensure that any new land use development, zoning ordinance amendment, or local land use plan or plan update is consistent with local, regional, and state planning priorities. The project will achieve this purpose by integrating a "Sustainable Development Checklist" into the City's land use decision-making processes. Integration of the checklist into the City's land use decision-making processes will be supported through development of written guidance for land use planning staff and ongoing training for both staff and members of the City's main land use decision-making bodies - the Zoning Adjustments Board and Planning Commission.	88	\$ 74,959
27	Malibu Sustainable Community Program	City of Malibu	Malibu proposes to develop a Sustainable Community Program (SCP) to set policies, create key implementation tools and update regulations. Elements include a Climate Action Plan with a Sea Level Rise vulnerability assessment, emission reduction and water conservation strategies and a Civic Center Specific Plan, including multi-mode transportation, green street and solar ready design standards. To implement the SCP, the City will dedicate staff, hire expert consultants and leverage investments in related regional and City projects. The proposal will maximize the utility of digital mapping software for analyzing, tracking and sharing local and regional agencies' spatial layers in order to more effectively integrate Malibu permitting data with planning strategies. The proposal will also develop a robust storm drain mapping and assessment project for water quality- and flood-related critical infrastructure management, adaptation strategies and protection of natural resources.	88	\$ 496,989
28	Targeted General Plan Update, Associated Studies and Programmatic EIR	City of El Cerrito	The City of El Cerrito seeks funding for: 1) a targeted General Plan update to establish programs, policies, thresholds and strategies that effectively advance goals of Plan Bay Area and create a model for sustainable infill development through diverse housing types, high walkability and economic revitalization near transit; and 2) financial, economic and nexus analyses to ensure policies are smart, implementable and sustainable. The targeted update will use information developed through the City's Climate Action Plan and regional sustainability plans to develop new, integrated elements that incorporate innovative infill design solutions and flexible zoning to increase housing and innovation districts; climate adaptation and resiliency strategies; healthy and equitable parks, recreation and human services policies; and, a Capital Improvement element and strategic Implementation Plan that capture the impacts of future development and ensure continued delivery of exemplary service.	87.67	\$ 499,097
29	North Sierra Highway Specific Plan	Inyo County	Specific Plan and EIR for North Sierra Highway (Bishop)	85	\$ 695,580
30	Update Bicycle Master Plan	City of Stockton	This project will rewrite the Stockton Bicycle Master Plan (BMP), bringing it in line with Sustainable Growth, Infill Development, Complete Streets, Transit Oriented Development and other city and regional goals. The project will redesign the Stockton Bicycle Network in cooperation with other agencies and with business and public outreach and input. Each proposed bikeway segment will be analyzed for need, safety, construction and political feasibility, and alignment with community goals. Bicycle education, safety, and promotion programs will be analyzed for feasibility before inclusion. The goal is a new Bicycle and Pedestrian Master Plan that will facilitate rapid construction of the remainder of the Bicycle Network as earmarked funding arrives each year and that will assign responsibility for beginning recommended programs to specific departments with guidelines and proposed schedules.	83.67	\$ 457,368
31	Wasco Focused General Plan Update and Specific Plan Preparation for High-Speed Rail	City of Wasco	The City of Wasco is proposing a targeted General Plan update and implementing Specific Plan in preparation for high-speed rail development through the City's core commercial and industrial development areas. Wasco is located in the Initial Operating Section of the California High-Speed Rail project and residential, commercial, and industrial areas will need to be relocated. The planning strategy will update the Land Use and Circulation Elements of the General Plan and prepare a High-Speed Rail Corridor Specific Plan. Although Wasco is a small, low-income city struggling with serious public health issues, it would like to demonstrate how the high-speed rail project can enhance the community and make Wasco an example of how state and local planning priorities can work together to create a sustainable and healthier future for all concerned.	83	\$ 378,056

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**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM
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RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
32	Mill District Design Standards, Zoning Regulations, and Infrastructure Plan	City of Fortuna	Preparation of Infrastructure Plans, draft Mixed-Use Zoning Regulations and proposed City Zoning Map revisions, to implement the Focus Area: Mill District policies and programs, in the adopted Fortuna General Plan 2030. The Infrastructure Plans will be prepared to identify the off-site infrastructure and essential public service improvements that will be necessary to support the maximum planned mixed-use development of the Mill District. The Mixed-Use Zoning Regulations and City Zoning Map revisions will be prepared to implement the adopted Mill District policies and programs. Community workshops, Planning Commission and City Council hearings will be conducted to consider the completed Infrastructure Plans, Mixed-Use Zoning Regulations and City Zoning Map revisions.	82.33	\$ 205,518
33	La Mesa Climate Action Plan	City of La Mesa	The City has developed its Climate Action Plan process to address the issues of growth and climate change, and to safeguard the environment for residents and visitors. Plan policies will align with climate change legislation & local policy initiatives to: mitigate the impacts of climate change by achieving carbon reductions within the City, allow plans and programs that addresses the cumulative impacts of a project, provide a mechanism that subsequent projects may use as a means to address GHG impacts under CEQA. The City includes a diverse population of over 58,000. Median household income is \$57,747 with portions less than 80% of median. The City has committed to the CAP, as a means of furthering its sustainability goals. The City is committed to address climate change to protect the high quality of life enjoyed by its residents and businesses, and to responsibly comply with state and federal mandates.	80.67	\$ 150,000
34	City of West Covina - A Vision to a Liveable City	West Covina	The City of West Covina seeks a planning grant to complete a Focused General Plan Update and new Plan Elements (Sustainability, Healthy Community, and Human Resource/Economy). The grant will be used to pay and implement for only those portions of the General Plan that pertain to climate change, energy use, and GHG emission reductions. The Focused Update will achieve a balance point between the community's economy, environment, and society. It will mitigate climate change by reducing GHG emissions, and improving air quality and water supply. There will be emphasis on high density mixed-use infill development and allow for economic opportunities and social equity. The City desires an accessible, connected and healthy city. The Focused Update will be the first step. After 30 years of disinvestments in the City Planning Division, there is a renewed call to action. The Focused Update will be a dynamic plan that catalyzes tangible and significant change.	80.33	\$ 410,000
35	Infill Development Pattern Book	City of Fresno	The city of Fresno proposes to develop a book of patterns which can be used to construct complete neighborhoods and infill residential structures. The Fresno Pattern Book will be a workbook of complete neighborhood options. This book will create sample site plans, residential building plans and quarter section plans for a variety of site types and locations within the City. It will provide options for specific infill sites and also for complete neighborhoods with complete streets, pocket parks and siting of neighborhood amenities. The Pattern Book is a specific and detailed implementation tool to develop both new walkable, bike-able, and transit-supported compact neighborhoods which adjoin, complement and complete existing neighborhoods and communities. The Pattern Book will provide alternatives to large lot, disconnected development and will identify options which meet the Fresno 2035 General Plan objectives as well as the Development Code standards.	79	\$ 500,000
36	Furthering SANDAG's 2050 RTP/SCS and Completing the Next SCS through Incentives and Collaboration	San Diego Association of Governments	In 2011, SANDAG adopted the 2050 RTP/SCS for the San Diego region, which included an unprecedented focus on transit, active transportation, smart growth, complete streets, social equity, energy, and habitat/open space preservation. SANDAG is committed to furthering the plan's implementation. Due to the four year-transportation planning cycle, SANDAG is in the process of updating the plan and completing the next SCS through the development of "San Diego Forward: The Regional Plan." Grant funding would contribute to two important activities: providing resources to continue to build upon and sustain CBO engagement in low-income and minority communities, and developing modeling enhancements specific to the San Diego region to more accurately quantify the benefits of local and regional active transportation projects. These activities are two of the many tasks that are part of the comprehensive effort to implement the 2050 RTP/SCS and complete San Diego Forward.	78.66667	\$ 500,000

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RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
37	City of Lancaster Sustainability Implementation/Action Plan	City of Lancaster	The City of Lancaster proposes to develop a Sustainability Implementation/Action Plan to focus the City's policies and actions on becoming a completely sustainable City. The Plan would include the development of a greenhouse gas emissions inventory and set targets for the reduction of these gases. The plan would identify ways to increase water conservation, reduce blowing dust, increase alternative energy production, and increase active transportation (walking, biking, etc.) resulting in a reduction in vehicle miles traveled. The plan would also explore implementing new programs such as urban agriculture, plastic bag bans, and net-zero residential development requirements.	78.33	\$ 150,000
38	Taft Climate Action Plan and Housing Element Updated For Sustainability	City of Taft	With the help of consultants, develop a Climate Action Plan for the City of Taft; update the General Plan Housing Element to emphasize sustainability; and implement both documents with integration throughout the General Plan.	78	\$ 203,450
39	Fresno County Countywide Climate Action Plan (CAP)	Fresno County	Fresno County plans on developing a countywide climate action plan as a means to quantify greenhouse gas (GHG) emissions from various sources in the unincorporated areas of the County. We intend on utilizing the ICLEI Local Governments for Sustainability Five Milestone Methodology to develop a countywide climate action plan that is uniquely designed for Fresno County. These milestones as outlined by ICLEI are as follows: Milestone 1: Conduct a baseline emissions inventory and forecast. Milestone 2: Adopt an emissions reduction target for the forecast year. Milestone 3: Develop a local climate action plan. Milestone 4: Implement policies and measures. Milestone 5: Monitor and verify results.	77.33	\$ 500,000
40	San Joaquin Valley MPOs Sustainable Communities Strategies' Implementation	Fresno Council of Governments	Implementation of the eight (8) San Joaquin Valley MPOs Sustainable Communities Strategies', including specific tasks related to stakeholder inclusion for policy and program formulation; initial implementation efforts; and Regional Housing Needs Allocation (RHNA) coordination with local agencies.	76.67	\$ 1,000,000
41	General Plan Master EIR Update	City of Modesto	The Modesto Urban Area General Plan Master EIR will be updated based on the City's recent General Plan Amendment work on the land use and transportation elements. The GPA shifts the focus of development away from greenfield sites at the City's edges, toward downtown, major transportation corridors and other infill opportunities. The GPA will result in higher density, mixed-use development intended to reduce VMT and GHG emissions. Increased opportunities for transit and non-motorized travel modes, combined with a larger inventory of available sites for compact, infill housing development, will also help Modesto realize the intent of AB1358 - complete streets. The Master EIR is a critical link to implementing the development concepts and policies contained within the GPA.	76	\$ 405,120
42	Multi City Proposal for GHG reduction through energy saving, green streets, mass transit in fill and sustainable development	City of Culver City	As members of the USA Green Communities (USGC) initiative, the City of Culver City is collaborating with the Cities of Monrovia and Claremont to develop plans for reducing Greenhouse Gas Emissions. The joint application includes a sub-contract with USGC, a non-profit organization, to provide support with collaborative efforts, community outreach, educational materials and case study development. Lead Agency Culver City is applying for funds to update the existing Bicycle and Pedestrian Master Plan (BPMP). The update will include components of Green Streets and will focus on connection between the Metro Station and Downtown area. Co-Applicants Monrovia and Claremont are both requesting funds for the development of a Green Streets Master Plan. Benefits of this joint application are shared learning, leveraged resources and setting a duplicable model for future joint city projects. Projects will result in a plan for development to be implemented with future funding opportunities.	74.33	\$ 1,000,000
43	Mount Shasta City Center to Lake Siskiyou Trail	City of Mount Shasta	This project will analyze alternative routes for a trail linking the City's center to nearby Lake Siskiyou to provide the City of Mount Shasta and surrounding neighborhoods with a sustainable alternative to motorized transportation. Once constructed, the proposed trail will provide a backbone to a trail network linking neighborhoods, schools, parks, commercial areas, and a destination recreation area and provide residents and visitors with a safe alternative to using their cars.	73.67	\$ 96,500

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RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
44	F Street Promenade Streetscape Master Plan	City of Chula Vista	The City of Chula Vista will prepare a Streetscape Master Plan for a 1.25 mile segment of F Street in the City's northwest area. The proposed Promenade extends from the downtown Village District westward to the City's up and coming Bayfront, home of an existing National Wildlife Refuge and future master planned urban community. The Streetscape Master Plan effort will include the preparation of a Concept Design, Streetscape Master Plan and preliminary construction drawings. The Promenade will be designed using the principles of "complete streets" making the corridor accessible to all users regardless of age and ability and whether they are walking, bicycling, taking the shuttle or driving. The Project's impact would beautify an existing blighted area through the provision of sustainable design elements. The project intends to fully engage the community with workshops and fun interactive exercises planned at key points throughout the process.	73	\$ 491,010
45	Lake Tahoe Sustainable Communities Program in Action	Tahoe Metropolitan Planning Organization	The Lake Tahoe Sustainable Communities Program in Action will build off of the work conducted in previous rounds of SGC funding by: promoting infill development and restoration of sensitive lands by implementing the Regional Land Development Commodities Program; developing the US 50 Corridor/Bijou/Al Tahoe Area Plan; piloting a Sustainable Mobility Plan; and building local, ongoing community capacity to support, promote, and implement the Lake Tahoe Sustainable Communities Program, specifically the Sustainability Action Plan. The LTSCP in Action will expand opportunities for residents and visitors to experience the Region through bicycle, walking or transit, reduce living costs for individuals, and protect and preserve the unique natural environment of Lake Tahoe. LTSCP in Action will also implement the Lake Tahoe Sustainable Communities Program, tying and coordinating all the different pieces together for regional consistency.	72.33	\$ 997,496
46	McFarland Sustainable Community Planning	City of McFarland	The McFarland Sustainable Community Planning Project will complete the necessary documents to implement a comprehensive program to incorporate AB 32 and SB 375 into planning documents, promoting infill and compact development, protection of natural resources and agricultural lands, and reduction of emissions, conserving natural resources and impacting public health, changing McFarland into an equitable community. These planning documents will ensure a healthy community for residents by addressing issues (escalating rates of obesity and diabetes) which impact health by expanding healthy living options, such as pedestrian and bike trails, new park and recreation features/activities, and improving air quality (emission reductions). This planning includes: 1. General Plan Updates: Land and Use Element, Housing Element, Open Space and Conservation Element and update of EIR for General Plan. 2. New General Plan Element: Public Health 3. Climate Action Plan.	72.33	\$ 450,000
47	Kings Beach Boardwalk Planning Project	Placer County	This project plan will improve and facilitate public access to Lake Tahoe in Kings Beach (Placer County), and provide an alternative method to automobile travel within the community by linking the commercial core shops and restaurants with the tourist attraction of Lake Tahoe through a combined bike and pedestrian boardwalk. The Kings Beach Boardwalk will provide economic vitality to the community. Preliminary planning will be developed utilizing the Envision Sustainability Planning Checklist and tool. Placer County will utilize sustainable concepts to reduce greenhouse gas emissions, primarily from tourist traffic through the community. The goal of the project will be to improve air and water quality, promote economic equity in an economically disadvantaged community, protect natural resources and shoreline of Lake Tahoe, improve infrastructure and revitalize an urban center.	72	\$ 500,000
48	Sustainable San Gabriel Mountains and Foothills	Watershed Conservation Authority	This comprehensive landscape planning effort for the San Gabriels Mountains and Foothills (the San Gabriels) will include three inter-related elements: (1) community engagement through expert stakeholder forums; (2) development of written strategies tied to key landscape-level objectives for the San Gabriels, including walk-bike connectivity, watershed protection, and climate resilience; and (3) an online GIS-based planning tool to allow users to assess specific parcels of land for their alignment with landscape-level objectives. The strategic planning documents and the GIS planning portal will be made available to public agencies, nonprofit organizations, and other stakeholders to guide strategic conservation and careful development efforts throughout the region. This planning effort will provide a new level of coordination for conservation of the San Gabriels across public and private actors working at different scales.	72	\$ 448,862

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**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM
ROUND THREE APPLICATION SCORES**

RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
49	Sustainable Santee Action Plan	City of Santee	The City of Santee is to develop a comprehensive climate action and sustainability plan. Known as the Sustainable Santee Action Plan, the document will 1) align existing greenhouse gas emissions inventory with current best practices; 2) identify ways to achieve the goals of the Global Warming Solutions Act (AB-32); 3) provide path for GHG emissions reductions out to the year 2050; 4) identify the hazard and mitigation measures for the impact of future climate change on Santee; and 5) create sustainable development measures that would be incorporated into future development. This comprehensive plan would comply with the California Air Resources Board (CARB) Scoping Plan, the California Environmental Quality Act (CEQA) / CEQA Guidelines, SB-375, Sustainable Communities Strategy (SCS), the SANDAG developed regional comprehensive, energy and transportation plans. A monitoring tool would be developed so that City staff can track the effectiveness of the plan into the future.	71.67	\$ 120,000
50	The City of Corona General Plan Update	City of Corona	The proposed work is a General Plan Update under Focus Area 1: Innovative Incentives for Sustainable Development Implementation. The City will update the Land Use, Circulation, Infrastructure and Utilities, Parks, Schools, and Libraries, Environmental Resources, and Public Health and Safety Elements to align with the goals and objectives of the 2012 Corona Climate Action Plan, AB 32 and SB 375 mandates, and several other regional planning documents that have been developed over the past ten years. Work also includes developing a Water and Power Sustainability Plan, conducting an Air Quality Study, developing an Environmental Impact Report, developing Technical Background Reports, coordinating consultants' work, conducting public meetings, and coordinating activities with the Strategic Growth Council. The total project cost is estimated at \$775,000. The City is requesting \$500,000 in grant funding and will provide \$275,000 as a cash match, and over 900 hours of City staff time.	71.67	\$ 500,000
51	Building Sustainable Communities by Strengthening Public Health	City of San Pablo	The City of San Pablo is seeking funds to conduct a sub-corridor level land use and economic development study to clarify our role in the corridor and make a direct connection to public health. The study will identify the unique land use theme that San Pablo can best contribute to the economic stability and growth of the corridor, leading to a sustainable and healthy community.	68.33	\$ 480,202
52	Fairfax - San Rafael Transit Corridor Feasibility Study	Transportation Authority of Marin	TAM, in concert with the Towns of San Anselmo and Fairfax, the City of San Rafael, and the County of Marin in coordination with transit providers, shall conduct an initial evaluation/feasibility review of operating a trolley line from Fairfax to San Rafael. The scope shall include the following: -Evaluation of route options: assessment of traffic impacts associated with each transit level; assessment of affected rights of way; parking impacts -Initial capital cost estimate: vehicles; capital improvements (support, capital, mitigations); maintenance and storage facility -Preliminary Business Plan for operation of the line: maintenance and storage facility- location, cost; origin and destination evaluation/estimated ridership - potential user groups; hours of operation -Revenue options: feasible fare revenue generated from the line; advertising; feasible FTA grants; key elements to attracting grants; private partnership funding feasibility.	66.33	\$ 200,000
53	Yolo County Regional Transportation Infrastructure Improvement and Financing Plan	Yolo County	This proposal addresses smart growth and transportation infrastructure in Yolo County. Given that the primary economic activity within Yolo County is agriculture, it is imperative that the County anticipate and plan for current and future transportation infrastructure needs of agribusiness and ensure the plan contemplates the future growth and development of value-added agriculture facilities to maximize clustering efficiencies and facilitate goods movement corridors and truck routes, while minimizing the development footprint. Previous crop mapping and other agricultural data collection efforts through, the County, SACOG's RUCS, and the Yolo County Farm Bureau in addition to direct outreach efforts will assist in informing the planning process. Additionally, the County will engage SACOG and potentially other transportation consultants to provide technical assistance in developing the plan, both in regards to specific agribusiness transportation and general traffic circulation needs.	64.33	\$ 250,000

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**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM
ROUND THREE APPLICATION SCORES**

RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
54	Land Use Model Update - upgrade of the SBCAG land use model and related travel modeling capabilities.	Santa Barbara County Association of Governments	SBCAG's is upgrading the UPlan regional land use model and travel model inputs. Land use modeling assesses the impacts of future development and intensity of land uses. This includes existing land uses, vacant land designated for new development, demographic factors, travel characteristics, and environmental conditions. SBCAG's land use model is essential to regional planning efforts, including the RTP-SCS, which seek substantial reductions in greenhouse gas emissions through planning for optimal distribution of future growth and efficient transportation infrastructure. SBCAG needs to upgrade its existing UPlan model to improve the data inputs and enhance performance. The existing UPlan model is highly generalized and omits a number of important variables, which results in loss of fidelity to adopted land uses and affects the accuracy of the model. This inadequacy prevents local jurisdictions from capturing the benefits and emission reductions associated with implementing SB 375.	63.67	\$ 220,000
55	Paradise Clean Air and Water Project	Town of Paradise	In a collaborative effort to build an economically sustainable and environmentally sound community, the Town of Paradise and Butte County are requesting SB 732 funding to create a benefit assessment district for a proposed Town of Paradise Community Wastewater Collection System (Project). A significant infrastructure improvement, the Project would involve the construction of a wastewater collection system for a defined service area and a sewer line to the City of Chico to discharge into their existing wastewater collection system and the City of Chico Water Pollution Control Plant (WPCP). Another component of this project is the creation of a regional septic receiving station, which further reduces vehicle trips and greenhouse gas emissions from septic pumper trucks. This regional approach to wastewater treatment is innovative, collaborative and creates an economically sustainable downtown district, reducing vehicle trips and greenhouse gas emissions.	63.33	\$ 1,000,000
56	Complete Streets for Rural Communities: statewide Complete Streets Template Local Comprehensive Corridor Design	City of Ojai	The City of Ojai seeks Focus Area #1, a Local Sustainable Planning Grant to develop: 1. Complete Streets Template, an instructional web-based application with handbook that will assist jurisdictions in the development, adoption, and implementation of Complete Street policies, ordinances, and standards. The Template will serve as an on-line best practice application for rural communities statewide in a free, convenient, and customizable format. 2.	59.33	\$ 399,000
57	Zoning Code Update	City of Tehachapi	A comprehensive update of the City's zoning code to be incongruent with the City's Form Based General Plan.	58.67	\$ 82,500
58	Health and Sustainability Elements for South Monterey County	County of Monterey	Working in collaboration with the Monterey County Health Department, the City of Gonzales and the City of Soledad will develop Health and Sustainability Elements for their respective General Plans. The Health Department will serve as the backbone organizations that will guide, monitor and ensure implementation of these Elements. In addition, they will assist in supporting a regional committee for the purpose of developing awareness and understanding of the connection between health and sustainability and motivate action in developing programs that support reduction of Green House Gas emissions while advancing health prevention strategies through the use of Healthy Communities Design. The Health Department will track progress and document the level of activity associated with the implementation of the following three priority outcomes: 1) Promote Public Health 2) Promote Equity and 3) Protect Natural Resources and Agricultural Lands.	57.33	\$ 823,894
59	Evaluation of Potable Water Availability as it Relates to Infill, Housing Affordability, and Economic Sustainability	City of Gridley	The City of Gridley water system depends upon seven (7) wells designed in a looped system to ensure quantity and pressure stability. Two(2) of the wells have been placed off-line due to arsenic levels of unknown origin above the State and Federal Safe Drinking Water Standards. The inability to utilize the water supply from these two wells has compromised infill development. The reduction of infill development inhibits improvements that encourage alternate transportation choices in place of vehicle use. Reduction of vehicle use directly reduces existing Green House Gas emissions therefore meeting the intent and direction of AB32. The project would provide an assessment and analysis of the remediation of the arsenic resulting in the City becoming more self-sustaining, increasing economic growth, residential infill development, and multi-modal opportunities within the City reducing greenbelt development and expansion into agricultural lands.	52	\$ 150,785

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